

COVENTRY CAT

VOLUME 7 NUMBER 7

JULY 2005



ABOVE: John Brady, left, took Best Jaguar (XK120), People's Choice at British Car Day at Larz Anderson while Tom Brady took top Overall People's Choice with his MK IX;

RIGHT: Adrian Curtis at speed on the Lime Rock Park straight in his MKVII, an HPDE event by the Empire Jaguar Club (NY)

Photos by John Brady and Buzz Hawes



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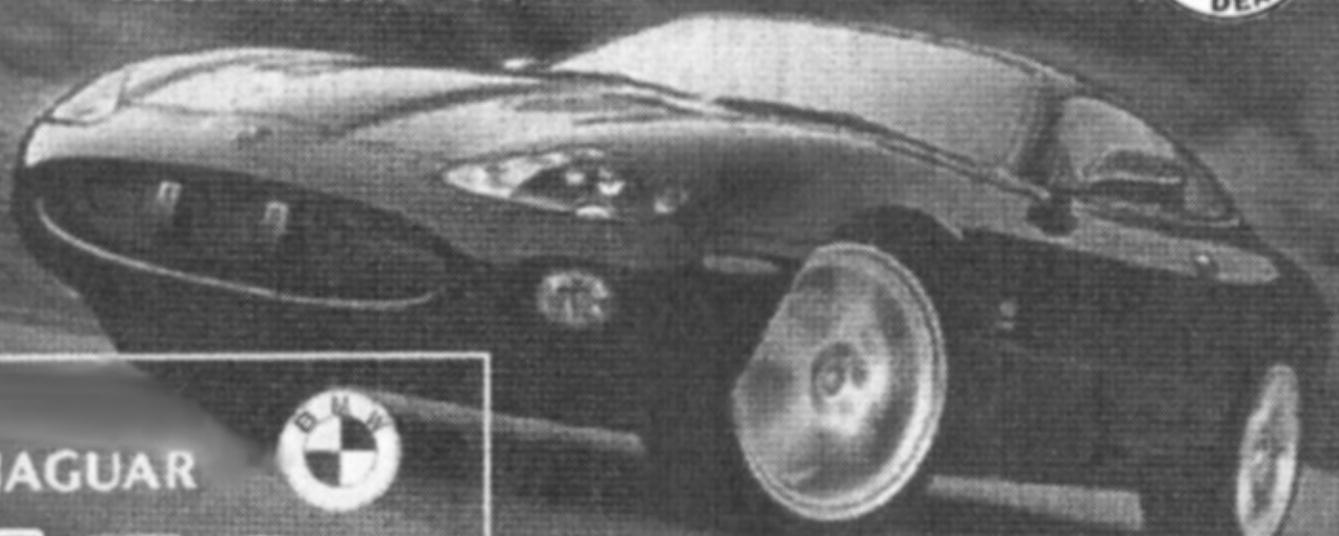
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**Jaguar Association of New England
2005 Calendar of Events**

Events for the year which JANE will host, co-host or participate in as a club. Contact Dave Randall at 978-887-9616 for details

JUNE 200

- Mt Washington Hill Climb.....July 9/10**
- Bob Bahre Museum/Tour, Paris, ME.....July 16**
- JANE meeting, Skips, Chelmsford, MA.....July 27**

Have an idea for an event ? Give Dave Randall a call

J A N E OFFICERS

President:	Karen Bates	(781-963-3657)
VP/ Events:	Dave Randall	(978-887-9616)
Slaloms:	Margo Otey	(508-836-3822)
Secretary:	Dave Herrick	(603-673-1314)
Treasurer:	Don Holden	(603-673-8167)
VP/Membership:	Adrian Curtis	(603-293-4938)
	Sue Curtis	
Concours:	Ed Hall	(508 853 8193)
	Carl Hanson	(781 275 2707)
Chief Judge:	Eric Hagopian	(413-821-8987)
Advertising:	Harry Parkinson	(603 882 9367)
Editor:	Harry Parkinson	(603 882-9367)
	30 Coburn Ave.	
	Nashua, NH 03063	

JANE on the Web

<http://www.j-a-n-e.org>

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New inventory! Shirts, hats, pins, key rings and
more**

Tour of Bob Bahre Car Museum on 16 July

Dennis Eklof has planned tour of the Bob Bahre Car Museum in Paris, ME. Bob Bahre, owner and operator of New Hampshire International Speedway, in Loudon, NH, has a large and varied collection of cars. Once a year, they are on exhibit outside the museum where one can view them without the enclosed facilities. This year, the date is the 16th of July

Details are on the JANE web site, www.j-a-n-e.org. where webmaster Dennis will have the latest information. Please log in for more details.

Mt. Washington Vintage Hillclimb Event July 9-10, 2005

To give you an overview, the weekend will get started on Friday, July 8, with a BBQ and Sunset Tour on Mt. Washington. This is for those participating in the Hill Climb and/or Car Exhibition. The website is www.vacca.org.

For those of you that are interested in doing so you will be driven to the summit of 6,288 ft Mt. Washington in an Auto Road van. The many twists and turns of the Auto Road reveal the spectacular views that guests have enjoyed since 1861. In addition, a special tour of the Mt. Washington Weather Observatory on the summit has been arranged prior to the sunset. The combined tours will take approximately 2-1/2 to 3 hours. Before departing for the summit, a Rib eye and Chicken BBQ will be held under the event tent. For those making the journey up the mountain, dessert and coffee will be served on the summit!

On Saturday, July 9, the VSCCA Vintage Hill Climb practice will run from 8:00 am to 11:30 a.m. Saturday also features the AACA Granite Region Vintage Car Exhibition starting at 9:00 a.m. with awards presented at 2:30 p.m. At 3:00 p.m. the field heads to Jackson Village for "Vintage Viewing and BBQ'ing", open to the public from 4:00 p.m. to 6:00p.m.

On Sunday July 10, the VSCCA Vintage Hill Climb is scheduled from 8:00 a.m. to 11:30 a.m. This year the White Mountain Driving Tours will be ongoing throughout the entire day!

Accommodations are on your own, but I am recommending the Inn at Thorn Hill , both Friday and Saturday night! Your room is for 2-people and the price also includes 2-gourmet meals and 2-equally delightful and delicious gourmet breakfasts for the both of you!

Let me know if you plan to attend, and the day you plan to arrive (some are going up on Friday the 8th.) for additional info you can contact me at _AlfaRacer1@cox.net or Kevin Murphy at kevin@kmurphyslaw.com

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The Goodwood Revival Races –Doing Time In Apogee

by John Sweeney

I love *old speed*. Speed from small horsepower machines with hairy chested motors vibrating all to hell. Speed from wide open exhausts snorting angry fire and smothering you in decibels. Speed that rips over pavement at red line on skinny tires and hand hammered alloy bodies. Raw speed. The stink of hot Castrol and fried brake pads fills the air.

It doesn't take much to get me there either. Last August I opened my mail to find an invitation. This one was different. The paper had been starched, maybe even ironed smooth by the service staff. Royal Mail on the postmark. "The Earl and Countess of March request the pleasure of your company at Goodwood..." I didn't need to read much further before I was making plane reservations to England.

Because of what I do, I am invited to and provided hospitality at some of the world's grandest motorhead events. The Goodwood Motor Circuit, on the south coast of England is famous for its wheel- to-wheel racing around its classic circuit totally untouched by the modern world. The track is based on one of Europe's oldest and largest sporting estates, Goodwood. Home to the Earls of March for centuries, it offers twelve thousand acres of sheep-grazed rolling hills and forests, a stellar horse racing circuit, several castles, an old WWII RAF airfield, and the motor track.

Racing has been at home there since the 1940s. In June, there is the Goodwood Festival of Speed for newer race vehicles, and in September, the Goodwood Revival Meeting. The Revival pumps lust in my veins more than any other meet. Four days of vintage racing with early motorcycles, cars, and acrobatic flying in WWII vintage aircraft, a car auction, a big party and lots of that good old speed.

Goodwood is a different deal all right. First, racing is taken very seriously. The track was filled with fleets of blower Bentley specials, Jaguar C and D-types, Cooper Climaxes, cycle fendered Bugattis, fifties Testa Rossa Ferraris, Velocette Thruxtons, Vincent Black Shadows – any car or motorcycle from the thirties to the sixties with mythical performance and a race heritage. No posers here. Everyone drives or rides at full throttle, with seemingly no fear of roll over or spin out. Alternating races were charged with "tin top saloon racers" - hopped up Jaguar Mk. VIs, Mk IIs, Armstrong Sidley Star Sapphires - everything and everyone was there.

Then there were a hundred thousand spectators. The four days were sold out to ticket holders before even opening the gate. It is the tradition with the Revival that everyone wears vintage gear from the forties or fifties. Nothing was from the back of the closet or Goodwill shop. Women wore sling pump heels, hats with veils, fox head stoles and print dresses. The guys were in head-to-toe authentic RAF WWII uniforms, or fedoras, black and white spectator shoes, vintage duds all around. Mechanics, car pushers, track cor-

ner workers all wore white jumpsuits, neckties, brown wing tip business shoes, and snap-brim wool caps. Blink and you'd swear you were in pre war England.



At the start of each race, the Queen's Royals and Blues in full military dress uniforms trumpeted off the cars at starting line. A Marilyn Monroe dead ringer was strutting her stuff in a tight polka-dot dress for the photographers. Real folks were there too: Sir Stirling Moss, in a wheel chair of all things, Carroll and Cleo Shelby, "Gentleman" Jack Sears (I'd never heard of him, but people were following him around for an autograph), Lord Montague of Beaulieu. Then there was a mysterious woman from Argentina who raced and wrenched her own type 35 Bugattis, Giacomo Agostini of motorcycle fame, – anyone who was big in mid



century racing.

A Bonhams car auction on the grounds offered a collection of classic European sports-racing cars - holed up on an English gentleman's farm for the last fifty years. The lead car, an unrestored thirties Mercedes SSK roadster broke a world sale record. It was hammered in at over seven and a half million US dollars to a secret off site bidder. The smell of money and merlot was in the air that night.

Saturday night Lord March hosted a party for motorhead VIPs, the likes of which I have not attended elsewhere. It was a black tie /Venetian Carnivale themed costume ball. Indoor fireworks, court jesters, Venetian acrobats, thousands of lilies and gladiolas, Napoleonic cos-

The Goodwood Revival Races (con't)

tuned guests arriving in vintage Mercedes gullwings, chauffeured open Lagondas, New Phantom Rolls Royces, and blower Bentleys. Open bar and dinner for 1,500 guests. The whole pavilion was decorated as a Venetian palace complete with watered canals, and statuary. WWII aircraft – P-51 Mustangs and Mark VIII Spitfires were moored out front.



The racing was still the best of the Goodwood Revival though. Standing at trackside, I could literally feel the thunder vibrate on my chest from the open exhaust of thirty racecars at red-line screaming past me. Cars and drivers from Europe, Australia, the US and South America competed. It didn't really matter much who or what won the races, it was all about that old speed on an old track.

John Sweeney is a JANE member for many years and is the executive director of the Larz Anderson Auto Museum in Brookline. He drives an XK-120 OTS, a C-Type replica and is restoring the 1948 Daimler - Hooper bodied Green Goddess drophead coupe (Ex. Lady Docker).

Lime Rock HPDE

by Tom Moses

I don't know who was more impressed that I was going to take my car to Lime Rock my friends or me. I've only had the car since December. But I've had the need to race it since I was ten and my first Aurora HO slot car tore around the Model Motorway. That little car was a red, 1970 XKE fixed head coupe. And so was the one I drove Friday June 3, 2005 at Lime Rock Race Park.

Once I had the car it seemed obvious that I should run it. The Jaguar Association of New England (JANE) website had a calendar of events listing all kinds of great things, but slalom racing and the Lime Rock event spoke to me. I hit the internet, checking the Jaguar Club of North America (JCNA) site, printing out the slalom course layout, pouring over the safety equipment and tech inspection requirements.

Emboldened by an article on Vintage Racing which appeared in Classic Motors (formerly British Car), I emailed club member Margo Otey for info about the Wilmington Slalom event. Margo's cheerful and energetic response –along with the promise of a club-provided helmet sealed the deal. I was going to do the slalom. In a flurry of racing exuberance, I also sent in my registration for Lime Rock, made hotel reservations and bought banquet tickets. Definitely, on a roll. With the administrative formalities out of the way it was time to focus on the car and driver skill.

Steve Weinstein's article on driving slalom in the Jaguar Journal couldn't have come at a better time. I read and re-read the article until I could confidently conclude, 'just do it'. This, combined with the knowledge that I would get classroom training at Lime Rock was enough that I now turned my attention to the car.

Think how impressed your family and friends will be if your car breaks in half on the track and you kill yourself. Get thee to an expert. During one of those all day layovers at the airport, where you buy every magazine that remotely interest you ... I saw an ad for Ayer-based KTR Performance Racing. Many services are advertised in the back of magazines, but this was a European magazine, everything was price in Euros (remember I said it was an ALL DAY layover). You must be special if you are in Ayer, Massachusetts and advertise in Europe. When I visited the shop, I learned they were very special.

These guys work on every kind of sports car imaginable. All kinds of vintage and modern race cars were there in various stages of creation, preparation and repair.

General Manager Andrew Funk doesn't say much, but he knew what I needed to make sure the Jag was safe for my Lime Rock weekend.

KTR went through every system on the car and replaced parts as necessary. Six hours were spent just checking and tightening nuts and bolts. A set of Pirelli P4000 from Tire Rack completed the preparation effort.

I rented a U-Haul car carrier to transport the car to Lime Rock. Its not that I wouldn't drive the car –but I have far more experience pulling a trailer than I do loading a weekend's worth of tools, gear and spares into an E-type and going head-to-head with the Massachusetts driving public. Besides, driving for the first time at Lime Rock was adventure enough.

Lime Rock is just outside Lakeville CT and I arrived on time and without incident.



Tom applies numbers on his E type

When I arrived, it was easy to find out what to do and when to do it because fellow enthusiasts were everywhere. I didn't even need to ask; I stopped the rig and was greeted with a compliment on the car. After that, I was given information on everything from where to eat to the paddock spot for the Jag Club.

I pulled the car over to the track and checked in at the main gate. From there I proceeded to the paddock are and spotted some familiar cars. I pulled into an open spot and backed the car off the trailer.

I watched the other drivers taking pieces parts out of their cars –anything that wasn't attached or absolutely necessary. Spare tires, jacks, decking –I did the same.



Tom takes to the track

The organizers announced the gathering of participants and we all moved to the track. The schedule for the day was announced and first time drivers and those wanting refresher training were directed to a classroom.

Instruction included handling characteristics of cars at speed, safety equipment and defensive driving, rules for the track—including the flags and what they mean and a description of the course itself. We were then assigned individual instructors and given the session schedule. A session is a race. The checkered flag signals the end of a session. A black flag pointed directly at you can also signal the end of a session. Safety is number one and the race steward keeps a sharp eye on all drivers.



Tom takes to the track with an instructor

My instructor was Tony Clarkson. Tony knows Lime Rock really well having raced there since at least the early 1960's. Tony made me comfortable with my car and my capabilities. Tony gave turn by turn instruction and helping me smooth my progress with each lap.

I completed my first session and was hooked on driving at Lime Rock.

I drove two more sessions that day. The car performed perfectly –it never overheated or burned oil and always felt safe. One driver was not so fortunate and spun, flipped and rolled a new Ferrari. Luckily he was not injured, but the accident reminded us all that driving at speed is not without risk.

Photos by Buzz Hawes



Scenes from Lime Rock Park and Larz Anderson British Car Day - From left top, clockwise; Gary Hagopian at LRP, Joie Bassett in drivers suit at LRP, Dave Randall's XK120 at Larz Anderson, Cats in the shade at Larz Anderson, JANE members in the paddock at LRP, some of the Jaguar line at Larz Anderson, expensive track day at LRP for a Ferrari (it rolled entering the straight), the Brady trophy winners between two D types at Larz Anderson Photos by Buzz Hawes (LRP), John Brady, Chuck Centore & Ray O'Brien

JANE's Concour

This month's Coventry Cat has an entry form for the JANE Concour, held at Sturbridge on the 12-14th of August. If you plan to enter cars in the Concour, attend the dinner, or run the in the Poker Rally, please use the form on page 9. Check off the events, send a check along with the application to Adrienne Cousins and you're all set. Friday night registration at the event will be the only other chance to sign up. Ed Hall has reserved a block of rooms at the Sturbridge Host Inn so call up to make your reservations soon.

This year at the Concour, there's another Jaguar Movie and some more Jaguar collectables. Friday Night at the Movies, Jaguars.

This year at the JANE Concour the movie will be an early XK racing thriller.... an escaped convict - the Kimball prototype - kidnaps a beautiful woman and makes his way to Mexico. The reviewer states: fans of the genre of 1950's juvenile delinquents flicks with a bent for fast cars...will love this movie. Was this guy at the last JANE meeting or what? As always bring your POPCORN.

The Concour is, of course, the main event. Adrienne Cousins is registrar for the entries while Eric Hagopian is again heading up the team of judges. Judging will start at 12:30. The tallying and scoring team will add up the results as well as class placement. The trophy awards will follow at about 4 o'clock.

The banquet, under the tent at lakeside, will start at 6:00PM with a cash bar and a delicious buffet. Last year's dinner was well attended so make your reservations now. Dinners must be prepaid by August 2 as JANE must guarantee the number of attendees so please reserve yours as soon as possible.

After the dinner, it's time for Saturday Night-Jaguar Collectable Road Show. Bring an interesting and fun Jaguar item for our version of "show and tell". As usual, Steve Ring will preside at the movies as well as the road show

A poker rally is planned for Sunday morning with a \$10.00 ante to play. At five stops along the rally route, each entrant is given a card for the deck. The best poker hand returning to the Host Inn splits the pot with JANE.

Carl Hanson is soliciting items for our silent auction as well as our raffle. He would appreciate any contribution of any item (cash is accepted)

JANE Portsmouth Harbor Cruise



JANE members met on early Sunday afternoon just as a week of gloomy weather broke to Sunshine. The Hericks and their son had driven down from Rockland, Maine in their XJ40. The Higginbottoms and guests drove from the Lakes Region as did the Thomas' and Curtis', while the Rogers' won the "Close-in" award bringing their beautiful X-Type from Durham. Wes Keyes trailered his newly rebuilt 3.8L to show the group- it ran great and livened up the get-together before we blasted off for the MV Heritage.

The Harbor Cruise was great! There's a lot to learn and enjoy about the Harbor and the city's history. After the ride, we convoyed (4 Jaguars and a beautiful Alfa) to Newicks Restaurant, took over a large table, visited and had a wonderful seafood meal (and cold beers). A Seacoast cruise to Hampton led by a hard working XK120 completed a nice afternoon.

Next event on tap is Mount Washington Hill Climb followed quickly by a JANE visit to the Bob Bahre collection. We

Harbor Cruise, Portsmouth NH



JANE's tentative events calendar

Event	Place	Date	Contact
Mt Washington Hill Climb	Mt Washington, NH	July 9-10	Tom Letourneau
Museum/tour	Bob Bahre Car Museum, Paris, ME	July 16	Dennis Eklof
JCNA Slalom	Delaware Valley, Concord, PA	July 30	Gerry Knuckle
JANE Concours	Sturbridge, MA	August 12-14	Ed Hall
Owl's Head Car Auction	Owl's Head, Museum, Owl's Head, ME	August 20	Harry Parkinson
JANE Outing	Avis Mello's	August 21 or 28	Avis Mello
Lobster lunch	Chauncey Creek, ME	September	Wes Keyes
JCNA Concours	Nation's Capital, Rockville, MD	September 10	Bill Moore
British Invasion	Stowe, VT	September 15-18	Michael Gaetano
Challenge Championship	Augusta, GA	September 21-25	
JCNA/JCSNE slalom	Berlin, CT	October 9	Ken Haas
Foreign Car Day/tour	Tenants Harbor/Owls Head, ME	October 8-9	Dave Herrick
JTC Slalom	Randolph, NJ	October 22	Steve Weinstein
JANE holiday party		December	

Avis Mello Outing

Avis Mello has once again invited JANE members to her summer on Lake Winnepesaukee. The date isn't set as yet, but it will be either Sunday, August 21 or Sunday, August 28.

Those of you who attended last year would agree that it was one of the best summer outing's last year,

Food will be an outdoor BBQ with the usual menu as well as sodas and other beverages.

This is a family event so all ages are welcome. Swimming, boating, lounging, and socializing is encouraged,

Avis is working on the details and we'll let you know about the date and the price via our email blaster.

Avis Mello

Owl's Head Foreign Car Day

The last planned trip of the year is planned for Owl's Head, ME and a day at the Owl's Head Foreign Car Show. It's on the Columbus holiday weekend, the 8th, 9th and 10th of October.

Last year, most JANE members stayed at the East Wind Inn at Tenant's Harbor (www.eastwindinn.com). It's convenient to not only the Owl's Head Museum, but also to Rockport, the hub town in the area. Several JANE members bid and won a week at a nearby summer home at the Larz Anderson dinner and will be staying for weekend and the following week. They'll be attending the Car Show as well as other JANE events planned for the weekend.

Last year, JANE took a tour of Rockport and Camden, led by Dave Herrick, visited the Farnsworth Museum, devoted to the Wyeths, and attended the Owl's Head Car Show. It was a delightful extended weekend.

Once again, Dave and Liz Herrick will help in planning and coordinating the event.

REGISTRATION & ENTRY FORM

Name _____
 Address _____ City _____ State _____ ZIP _____
 Telephone _____ Email _____
 Club _____ JCNA Number _____

Car 1	Car 2
Model _____	Model _____
Year _____ Color _____ Class _____	Year _____ Color _____ Class _____
Concours ____ Display ____ For Sale ____	Concours ____ Display ____ For Sale ____
Vendor _____	Vendor _____

Saturday JCNA Concours (per car) \$50.00 _____ to 2 August
 Late registration \$60.00 _____ 3 August to 13 August

Saturday Night Buffet dinner \$35.00 _____ prepaid by August 2 required
Sunday Poker Run \$10.00 _____

Half the pot to the winner

RELEASE STATEMENT

I agree to enter the above car(s) in the JANE 2004 Concours d'Elegance and may participate in other events scheduled during the Concours weekend. In consideration, I agree to release the Jaguar Clubs of North America, Jaguar Association of New England, LTD and the Concours committee, for any and all liabilities for injuries, damages, or loss from entry and attendance at these events.

REGISTRANT'S SIGNATURE _____ **DATE:** _____

***** MAIL THE ABOVE PORTION WITH YOUR CHECK *****

Make check payable to JANE and mail to:

Adrienne Cousins
 30 Jennifer Street
 Littleton, MA 01460

Events Schedule

Friday, 12 August	Saturday, 13 August	Sunday, 14 August
Registration 4:00 - 10:00 PM	Cars to display field 9:00 - 12:00 PM	Poker Run 9:00 -11:00 AM
Hospitality 4:00 - 10:00 PM	Judge's meeting 10:30 AM	Hospitality 7:30 -9:00 AM
Dinner On your own	Judging 12:30 - 4:00 PM	Brunch 11:00 - 12:00 PM
Jaguar Movie Nite 8:30 PM	Raffle 3:30 - 4:30 PM	
	Awards 4:30 PM	
	Dinner 6:00 PM	
	Hospitality 7:30AM - 4:30PM	
	7:30 PM - 10:00 PM	
	Jaguar Collectibles Road Show 8:00 PM	

Once again the JANE Concours is at the Sturbridge Host Inn on State Route 20 in Sturbridge, MA, conveniently located near the intersection of I90, exit 9, the Massachusetts Turnpike and I84, near the Connecticut border. A block of rooms is set aside for the JANE Concours so reserve yours now.

The Sturbridge Host Inn and Conference Center, 266 Main Street, Sturbridge, MA 01566
 508-347-7393
 info@sturbridgehosthotel.com www.sturbridgehosthotel.com

For Sale: 1973 Jaguar XKE Roadster Series III V 12. 46,525 miles, 2nd owner, purchased 17 years ago. Excellent condition, 4 years in the Glen, NH museum. Signal Red, with Black interior, hand carved mahogany dash, all original interior, radio, trim, etc. Have original title, and all service records since new. \$39,650 firm. Don Fitzgerald 603/383-9243 (For E-photos contact p4t@adelphia.net) 0905

For Sale 1986 Jaguar XJ6. Partially restored. Runs good. 118K miles. Complete SS dual exhaust, new air flow sensor, plugs, wires, dist. cap, water pump. Body work and window gasket replacement done. Interior clean. \$2000 call (207) 247-3385 or e-mail sharpei@sacoriver.net. 0905

For Sale: 1987 Jaguar XJ6: Show car in pristine condition. Black exterior more unusual maroon interior. Has taken first place in championship class at both the JANE and JCSNE Concours. Placed third nationally in 2003. An absolutely beautiful car lovingly cared for. Few XJ6s in this condition still exist. \$12,000 firm. Contact Virginia Raymond at 860-757-7730 or vraymond29@charter.net. 0705

For Sale: 1990 Jaguar XJS V12 Coupe: Show car, 99.97, best in show at 1997 JCNA Biennial. Rare silver blue metallic color, sunroof, CD player, custom factory cover. Stored winters. \$10,000; call Bob Ferro (413) 533-2009 1104

For Sale : 1994 Jaguar XJ6. Diamond blue/barley. 41K original miles. 2nd owner. Always garaged. Excellent condition. Major AC work in 9/00. New battery 4/03. All original and very clean. Last of the XJ40s. Mint, low mileage, classic car for the collector or XJ40 driver. \$15,000 or BO. Call Karl. Sutton, MA. days-508/887-4511, nights 508-865-4348. 0205

For Sale: 1967 XKE Series 1 2+2 Coupe: 27K original miles, Maroon/Black, Orig Lucas tribar headlights, AM/FM radio, with books/manuals/records/warranty card, rare auto, one quality repaint, covered headlights; Just gorgeous; \$24,950 508-949-0242 or FAX 508-949-3558 0505

For Sale: 1997 XJ6 L: Black/Biscuit; second owner, 71,000 miles, 12 disc CD changer w/ remote, excellent running, minor body flaw, up holstery excellent, slight head liner flaw, new tires & brakes; Drives like new. Serviced by Donovan Motorcars . Asking \$15,500; call Jackie; 413-442-3126 0905

For Sale: Complete interior, XKE series 1, 4.2 OTS, velour seat backs, tan. New, never installed, in original packaging from SNG Barratt. Includes seat cover, foams, interior panels, console cover, carpeting, etc. Less than 1/2 price, \$1500.
Radiator, XKE, Series 1, 4.2: Original, recently recored, works perfectly, looks perfect, Concours, less than 1/2 replacement cost, less than recoring your own; John 201-266-4393 0605

For Sale: 1998 XJ-8 Meteorite Silver with Cashmere interior 49,900 miles in excellent condition. Good tires, brakes, recent battery. Van den Plas mats, XJR grille great looking Jag. \$16,500.00 or best offer. Owned by me for last two years serviced by Jaguar techs. Car is in Brookline, MA ; can be seen anytime contact Ray O'Brien home 617-734-5949 evenings or days at 781-939-5502. 0705

Advertising Rates, 2004: An ad in the *Coventry Cat* currently reaches over 350 households with very high demographics. Unless otherwise specified, rates are on an annual basis(12 issues)Business card and classified ad rates are as follows:

Business Card 3 1/2" x 2" : Members.....	\$60.00	Non-members.....	\$120.00;
Full page.....	\$600.00	Half page.....	\$325.00
Back Cover.....	\$1200.00	Quarter page.....	\$175.00
Classified For Sale & Wanted : Members FREE	Non-Members (per insertion)\$15.00	Inside cover/center.....	\$1000.00
		Ads run 3 months	

Please contact Harry Parkinson at the address below or email him at harryparkinson@comcast.net to get a quotation. Please send camera ready copy and a check before the 15th of the month previous to intended insertion. Make checks payable to JANE, Ltd.

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Welsh Enterprises
announces new online shopping cart!

Welsh Enterprises, a long established independent Jaguar parts supplier, announced today that they have added a fully functional, secure shopping cart system to their website. Because the company strives to be a leader in servicing their customers worldwide, they have investigated and selected a shopping cart system that is first class and suited to the specialty business of Jaguar parts. The system needed to be able to handle the wide range of Jaguar models dating from 1948 to the present.

Bill and Juanita Welsh, owners of the company said "We wanted to implement a shopping cart that our customers could search for the part they need in a variety of ways. Customers can search for a part by part number or by description of the part. For example customers may search through the on line catalog of Jaguar models then select a section such as brakes, then front brakes and all the front brake parts will be listed. At this point, the customer can select the year of their car and the shopping cart will narrow the selection to the front brake parts that are for that year only!"

You can visit Welsh Enterprises website at www.welshent.com and explore their website and shopping cart today. Benefits of the online shopping system include Online Specials and pricing, creation of your own online account, personal wish lists for future purchases, email confirmation of orders and tracking of all orders from Welsh Enterprise till they arrive at your door.

One of the most important features of this system is that the customer can order with confidence knowing that their payment information is only transmitted on a secure connection to a secured sever (identified by the padlock on the lower right corner of your web browser). It should also be noted that the shopping cart system does not store your credit card information; you must enter your credit card information with every order. While some may consider that an inconvenience, you know that your card information is safe and secure.

Welsh Enterprises parts specialists have loaded the shopping cart with parts for Jaguars from XK120 clear to the new S-Type and X-Type and all models in between. While not all parts are available online yet, the Welsh parts specialists are adding new parts for all models every day. The entire Welsh Enterprises catalog for XJ6 1980-1987 is available online now.

While Welsh Enterprises is trying to make as many parts as possible available online, it is important to note that there are thousands of rare, antique and used parts that are impossible to put online. Just because the part may not be listed online does not mean that Welsh Enterprises doesn't have it or cannot get it. Remember, the Welsh sales staff is still available to assist you with all your Jaguar restoration needs Monday through Thursday 8:30 till 6:00 and Friday 8:30 till 5:00 at 800-875-5247.



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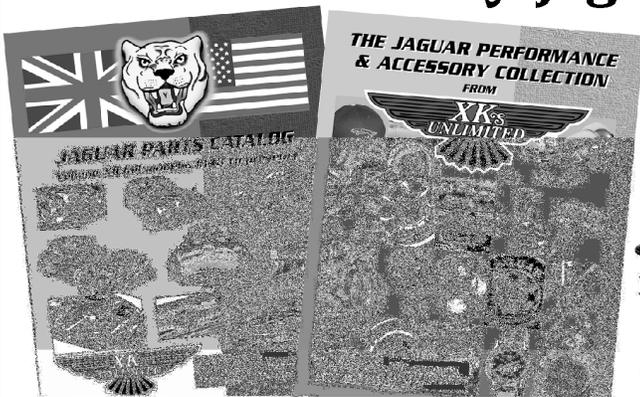
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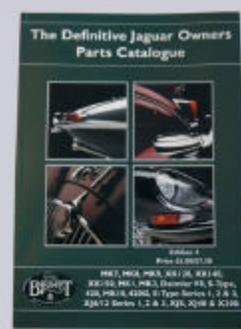
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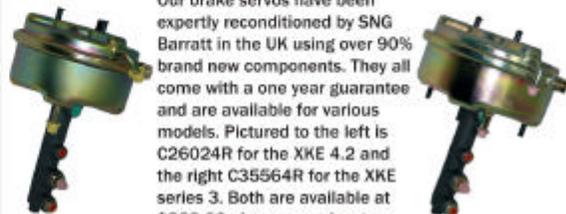
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